## Section 12: Sea Passage - Passage from Pilot station to Pilot station

¥ نن 44 33 <u>ယ</u> ω N 37 3 (A) M.V.M.T.: Name/ Reference Newyork PBG Coruma PBG ATLANTIC DIANA Deg Ą £ 8 40\* ů 40, 450 Latitude . T. 40.0 27.0 25.5 34.0 30.0 25 Cg 40.0 Ż (**2** 2 **...** eriogi eligan 2 Z, 009\* Deg ,860° 0134 008<sup>-</sup> 073 088\* 010\* Longitude 00.0° W 28.0 0.00 20.05 250 22 0 W W 588 É Š ž. 4.3 4.4 5 269.0 265.9 270.0 302.6 273.1 TICO 265.1 2,582.0 200 228.9 37.6 24.2 27.7 37.2 2,937.7 2,909.9 2,885.8 016 2,848.2 266.1 37.2 0.0 Min Distance from Nearost Land/ Hazard (NW) \_\_ 10 ⇔ çı å O ...ā. (.) တ (i) (4) (30) 51.02 40.02 88.02 65.42 88.02 3 1 5 44 UKC CALCULATION AT EVERY WAY POINT (mtr) 10.70 10.70 10.70 10.70 10.70 10.70 10.70 Aff Draft 10.70 10.70 10.70 10.70 10.70 10.70 10.70 Deepest Draft 10.70 10.70 10.70 10.70 10.70 10.70 10.70 Voyage No. Intended Speed Ξò 7 GÜ Ç.) ü ... (,v) ώż. Çίζ Squat 2.56 ₩ 23 1.28 2.56 .28 200 128 <u>4</u> Charted Depth 16.7 77.4 S 32 4 8 Š တ္သ

| is > 0.7 and increase in aft draft if the block coefficient is < 0.7. | ore than mean draft increase   |
|---|--|
|   | . Squat is likely to result in an increase in forward draft if the block coefficient |